(c) Safety is the prime concern on Indian Railways and all possible steps are taken to prevent accidents. These measures include adoption of suitable and modern technologies for interlocking and signalling systems upgradation of standards of track and rolling stock, modernization of maintenance practices, replacement of overaged assests, upgradation of training aids like simulators, checks on observance of safety precautions and provision of Anti Collision Device. A Corporate Safety Plan (2003—2013) has also been prepared and is followed.

Steps taken to prevent accidents at level crossing include, manning of unmanned level crossings, interlocking, provision of telephones and other safety aids at the manned level crossings, drives to check alertness of gatemen and train drivers, and education of road users, particularly at unmanned level crossings. Over Bridges/Under Bridges are provided on cost sharing basis in lieu of level crossings with heavy road and rail traffic, in consultation with the concerned State Governments, as per extant rules.

(d) The details of the compensation paid, and yet to be paid in connection with the accidents on North-East Frontier Railway are as under:—

Year	No. of Case in which compensation paid*		Amount paid (In Rupees)		No. of Cases pending*	
	Train accidents	Level crossing accidents	Train accidents	Level crossing accidents	Train accidents	Level crossing accidents
2002-03	8	0	32,00,000	0	9	3
2003-04	0	1	0	2,00,000	10	2
April 04-June-04	0	1	0	5,77,350	10	1

*Includes figures of previous years also.

Abolition of reservation in trains

599. SHRI JANARDHANA POOJARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to do away with the reservation in the trains during day time in order to provide more general compartments;

(b) if so, the details thereof;

(c) whether there is a lot of resentment among the public on this proposal; and

(d) if so, Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) to (d) Do not arise.

Prakash Narain Committee Report on railway accidents

600. SHRI KALRAJ MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Prakash Narain Committee Report on accidents has been gathering dust with little implementation;

(b) if so, what were the main recommendations of the Prakash Narain Committee; and

(c) what action has, so far, been taken thereon, what remains to be implemented and what further action is proposed to be taken in the light thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) There was no Prakash Narain Committee on railway accidents. However, a National Transportation Safety Board had been set up in 1987 under the Cabinet Secretariat, with the main objective of bringing about improvements in safety in different transport sectors like Railways, Civil Aviation, Road Transport etc. This Board was wound up with effect from 1st April, 1990. Shri Prakash Narain was the Chairman of National Transportation Safety Board.

After winding up the National Transportation Safety Board, some recommendations pertaining to Railways were communicated to the Ministry of Railways on which action as warranted was taken.